(e) (I) Statement regarding Review by the Government of the working of the General Insurance Corporation of India, Bombay, for the year 1995-96.

(ii) Annual Report of the General Insurance Corporation of India, Bombay, for the year 1995-96, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(5) Five Statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. *See No.* LT-1786/97]

12.03½ hrs.

MESSAGES FROM RAJYA SABHA

AND

BILL AS PASSED BY RAJYA SABHA—*Laid*

[English]

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary- General of Rajya Sabha :

(i) "In accordance with the provisions of Rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 20th March, 1997 agreed without any amendment of the Telecom Regulatory Authority of India Bill, 1997 which was passed by the Lok Sabha at its sitting held on the 18th March, 1997."

(ii) "In accordance with the provisions of Rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Aquaculture Authority Bill, 1997 which has been passed by the Rajya Sabha at its sitting held on the 29th March, 1997."

2 Sir, I lay on the Table the Aquaculture Authority Bill, 1997, as passed by Rajya Sabha on the 20th March, 1997.

12.04 hrs.

STANDING COMMITTEE ON COMMUNICATIONS

Ninth Report

[Translation]

SHRI SOMNATH CHATTERJEE (Bolpur) : Mr. Chairman, Sir, I beg to present the Ninth Report (Hindi and English versions) of the Standing Committee on Communications on Selection of Multi Access Relay Radio (MARR) Technology relating to Department of Telecommunications.

12.04½ hrs.

STANDING COMMITTEE OF FOOD, CIVIL SUPPLIES AND PUBLIC DISTRIBUTION

Third and Fourth Reports and Minutes

[English]

SHRI RAGHUNANDAN LAL BHATIA (Amritsar) : I beg to present the following Reports and Minutes (English and Hindi versions) of the Standing Committee on Food, Civil Supplies and Public Distribution :

1. Third Report on Action Taken by Government on the recommendations contained in their First Report on Demands for Grants (1996-97) of Ministry of Food and the Minutes of sitting of the Committee relating thereto.

2. Fourth Report on Action taken by Government on the recommendations contained in their Second Report on Demands for Grants (1996-97) of Ministry of Civil Supplies, Consumer Affairs and Public Distribution and the Minutes and the sitting of the Committee relating thereto.

12.05 hrs.

STATEMENT BY MINISTER

Mandatory Carriage of Airborne Collision Avoidance System (ACAS) on Aeroplanes

[English]

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : Mr. Chairman Sir, hon. Members are aware

[Shri C.M. Ibrahim]

that with the liberalisation of air transport operations in the country, the domestic operations have increased considerably during the last couple of years. Besides, there is congestion in the Indian airspace on account of large number of international flights over-flying or transiting through India. I have, earlier on various occasions, informed the House that the Government is fully committed for enhancement of air safety in the Indian skies and is taking all possible steps to achieve this objective.

In September, 1996, I had constituted a committee headed by Air Marshal J.K. Seth (Retd.) to review the existing set up of the DGCA, Aircraft Act and Rules, existing safety regulations, facilities for development of aviation manpower, existing system of licensing of aviation personnel and air navigation, communication and surveillance system to ensure air safety and efficient regulatory control on aviation activities. While the air traffic services and associated facilities are continuously being upgraded and modernised by the Airports Authority of India, it may take considerable time to cover the entire Indian airspace. It has, therefore, been felt necessary, particularly after the mid-air collision near Delhi on 12th November, 1996, to upgrade the equipment of aeroplanes to reduce the risk of mid-air collisions. Installation of Airborne Collision Avoidance System (ACAS), which is an equipment installed on aircraft and functions independently of the ground based air traffic control system, can help in preventing mid-air collisions.

12.07 hrs

[SHRI P.M. SAYEED *in the Chair*]

If the aircraft are fitted with this system, it will alert the pilots when the two aircraft come dangerously close. The system gives visual and audio warnings and also advises the crew of the corrective action required to be taken for preventing an impending collision.

In the interest of air safety, we propose to make .

(i) Carriage of ACAS system mandatory on all aeroplanes having a seating capacity of more than 30 passengers or a pay-load capacity of more than 3 tonnes in case of cargo aircraft tentatively after 31st December, 1998. No such aircraft shall be allowed to be imported after 31st December, 1997 without fitment of ACAS system.

(ii) Installation of ACAS system is also to be proposed to be made mandatory on transport aeroplanes of less than 30 seats tentatively after 31st December, 2003. No such aircraft shall be allowed to be imported after 31st December, 2001 without fitment of ACAS system.

The proposal was discussed by the DGCA with the International Civil Aviation Organisation. The ICAO has opined that the Indian proposal for mandatory installation of ACAS is well in line with the spirit of ICAO standards. They have, however, advised that the requirement of mandatory carriage of the system should be on the basis of regional air navigation agreements and have suggested that this aspect should be discussed on regional fora with neighbouring States and the operators, in order to seek regional concurrence for the initiative. For this purpose, the DGCA has convened a meeting on 16th April, 1997 with the DGCAs of the neighbouring States, all the domestic scheduled operators and international scheduled operators flying to/through/over-flying Indian air space.

United States of America have already made carriage of this system mandatory with effect from December, 1995. Other countries of the world are also planning to make this system mandatory. India, being conscious of its commitment of flight safety, is moving ahead faster. The actual dates of implementation of the proposed requirements will, however, be finalised after the meeting convened by the DGCA on 16th April, 1997.

With the aforesaid measures, it is hoped that safety in Indian skies will enhance considerably. I am confident that the hon. Members will appreciate the efforts being made in this regard.

(Interruptions)

[English]

MR. CHAIRMAN : I have a word to say. Please be seated. Otherwise, I will not give you a chance to speak.

(Interruptions)

[Translation]

SHRI P.R. DAS MUNSHI (Howrah) : Sir, will we have zero hour today. I have given notice . . . *(Interruptions)*

MR. CHAIRMAN : First you please sit down.

(Interruptions)